

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:26 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 529 Const Calendar Day: 918 Date: 14-Mar-2012 Wednesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 03:30 am 12:00 pm Break: 00:30 Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60**Precipitation** 1.00"**Condition** Heavy RainWorking Day ☐ If no, explain:**Diary:**

Dispute

Work description.

- Sami Dauok, Michelle Chui, Daryoush Bahar, John Lyons, and myself checked the out to out distance for the cable strands today as John's and my measurements are tabulated below. John and I were responsible for both the north/south sidespans today. Similarly Sami and Daryoush were responsible for checking the north/south mainspans. John assisted me with the measurements and tabulating the data as I took all of the measurements unless otherwise noted. I used the Maletic gauge (#1) to take the out to out measurements of the cable strands.

All measurements by both crews were reported to Michelle who was stationed in the Caltrans conex recording and analyzing the data. When all of the measurements were completed, Michelle was responsible for reviewing the measurements with ABF engineer Zach Lauria. Also Roman Granados also went with Michelle to talk with Zach about the adjustment operation. See Michelle and Roman's diary for more details related to the acceptance or rejection of cable strand sag adjustment.

The green dual function anemometer and digital thermometer was used to measure the ambient temperature and wind speeds. Wind speeds were also obtained from weather.com at the time of the measurements. The steel temperature measurements were taken with the digital thermometer placed on the outer cable strand wires.

The official sunrise time per weather.com for San Francisco today was at 7:22am. The following commentary is for the measurements taken today of the relative sag from cable strand number 1 at the given times below:

// South Sidespan //

Time = 4:43am to 4:59am

ABF Surveyor(s) = James Allen and Ken Woon

Caltrans Engineer(s) = Matt Bruce and John Lyons

Comments: Measured the out to out distance for cable strands 88, 92 to 95. All cable strands were considered to be free-hanging at the time of measurement on the south sidespan. I took all of the measurements while John assisted me with setting up the targets, being level, normal to cable, etc. All measurements were verbally conveyed to Michelle as the rain was too heavy to try and write in our peg-books. All of the pertinent data normally inputted into my diary is on the cable strand adjustment sheets. Daryoush and Sami took "Preliminary" measurements on the north sidespan with ABF surveyors Terry Denis and Mike Bonidici at the same time.

- After "Preliminary" measurements were taken the rain came down really hard and the wind was very



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strong as well but not as strong as yesterday. At or around 5:15am when it was discovered that the tower elevator wasn't working and that ABF mechanics were on the way to fix the elevator. The ironworkers were onsite and it was unclear whether or not they would work today due to the weather and the tower elevator temporarily being down. Myself, John, and ABF surveyors James and Ken went to take cover from the weather at the west end of the bridge. While we were waiting whether or not the adjusting operation would take place myself and John went to go measure the west loop since it is relatively protected from the weather.

// West Loops //

Time = 5:29am to 5:37am

ABF Surveyor(s) or Engineer(s) = None at this time

Caltrans Engineer(s) = Matt Bruce and John Lyons

Comments: Cable strand number 96 was the only one measured today on both the north and south sides as it was considered to be free-hanging at the time of measurement. I took all of the measurements while John assisted me with setting up the targets, being level, normal to cable, etc. Once again due to the heavy rains all of the numbers were reported to Michelle verbally since we couldn't write in the peg-books.

- After the measurements were taken at the west loop myself and John decided to go back to the Caltrans Conex box to take cover from the heavy rain at 6:50am (start of shift at 7:00am) and discuss the situation with Roman. At 7:05am I received a call from Zach where he stated that "the adjustment shift was canceled today and there was no work". Zach further mentioned that "the work was canceled due to the elevator being down not being able to bring the ironworkers to the top of the tower and not the weather". All of the Caltrans personnel (Bob, Roman, Michelle, Daryoush, John, and Sami) involved with adjusting today were in the Conex at the time of this announcement. Sami then went to the YBI Caltrans trailer to do paperwork. After Sami had left, at 7:17am ABF surveyors Terry Denis and Mike Bonidici came into the Conex box and informed us that "Live Adjustments" were going to be made on the sidespans shortly. The elevator was working again at 7:25am per Michelle's conversation with ABF engineer Adam Roebuck. Zach never called anyone from Caltrans to inform us that the adjusting operation today had resumed again. Bob Brignano also found out from Eric Blue that "Live Adjustments" were being made at the east anchorage. All decisions are supposed to come through Zach for the PWS adjustment. It appears that the relationship between Zach and Caltrans has continued to deteriorate, and his behavior is unacceptable and unprofessional which has been the case many times before on this project with him.

// South Sidespan //

Time = 7:59am to 8:27am

ABF Surveyor(s) = James Allen and Ken Woon

Caltrans Engineer(s) = Matt Bruce, Daryoush Bahar, and John Lyons

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The measurements on the cable strands at this time were taken immediately after ABF ironworkers performed a real time adjustment on the cable strand. Once the cable strand was adjusted ABF surveyors would take a measurement followed by Caltrans engineers. Numbers amongst the two groups were compared to expedite final buy-off. As done in previous days with "Live Adjustment" the ABF ironworkers would not wait for myself and John to take measurements when removing the strand adjuster grips at the tower. This discourtesy made the strand that we were trying to measure excessively wobble.

// North Sidespan //

Time = 8:42am to 9:15am

ABF Surveyor(s) = James Allen and Ken Woon

Caltrans Engineer(s) = Matt Bruce and John Lyons



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- All of the prescribed measurements for the sidespans were completed by 9:20am. Myself and John went back to the Caltrans Conex box to be ready to assist either Sami or Daryoush. The "Live Adjusting" operation didn't end until 11:30am which is when all Caltrans personnel involved with the operation left the bridge. See Roman Granados's diary for comments, labor, and equipment at the tower saddle. See Bob Brignano's diary for comments, labor, and equipment at the east anchorage.

- Completed filling out the daily cable strand sag adjustment sheets for the last few days.